

HOW MANY HAVE WE? Maybe some communications officers wonder how many radio stations have been licensed by CAP and what wings are getting on the air. Just to give you a picture of the situation, we will tell you forthwith how many stations have been licensed on which of our two frequencies. Before continuing, communications officers are reminded that a station license must be obtained in accordance with CAP Regulation 100-2 to transmit on the AAF-CAP frequencies assigned to Civil Air Patrol (2374 kc and 148.14 mc).

The following states have the number of transmitters indicated licensed on 2374 kc: California 60; Connecticut 1; Florida 10; Illinois 5; Nebraska 6; New Mexico 3; Ohio 3; Pennsylvania 1.

The following states have the number of transmitters indicated licensed on 148.14 mc: California 60; Connecticut 2; Pennsylvania 12.

The wing with the most stations, so far, is California. The thrilling aggregate is 89 radio stations. You know, we're not going to look good on paper if you guys don't submit your applications.

DUAL LICENSING. In recent correspondence with FCC, it was established that a CAP member who owns an amateur station may also obtain a station license under the provisions CAP Regulation 100-2. We are indeed fortunate that FCC has taken that view because communications officers now have a means of obtaining equipment where there are deficiencies in other sources.

NEW AGREEMENT FORM. In support of item 12(c), FCC Form No. 401, "Application for New or Modified Radio Construction Permit," the Commission has required applicants for a CAP radio station license to render the agreement form stipulated in paragraph 3 of CAP Regulation 100-2. This seems fairly reasonable to us because the only way a commander can have absolute control over a station is to own it, and in lieu of that he ought to have some sort of a written agreement with the owner.

Lt Col Lawrence J. Dunn, chairman of our national communication committee, advised this headquarters that the old lease form originally prescribed in CAP Regulation 100-2 was a serious handicap to attracting prospective members who owned amateur stations. Our agreeable friends in FCC thereupon approved a new agreement form whose only function is to establish clearly who has control when. The new form and a change in CAP regulation 100-2 were contained in Weekly Bulletin No. 26, 3 July 1947.

PREPARATION FOR EMERGENCIES. The Florida Wing's Captain J. W. Hazleton from whom we heard in No. 3 of this series of classics has submitted another of the bulletins which he is publishing for the guidance of his personnel. The theme of the bulletin is given in the subject of this item, and J. W. covers all aspects of emergency preparation from coordination with other organizations to the messing of personnel in the field. As he says, "Verbal plans are not satisfactory and are soon forgotten."

Another important point covered by Captain Hazelton is the fact that to be prepared for emergencies, communications officers must know where their people are and how to reach them quickly. Also, they must arrange for a reporting system so that when personnel are away on vacation or business, those responsible for communications in emergency will know on whom to call.

With respect to handling equipment, we give you J H's wisdom verbatim:

"All CAP communication personnel should be thoroughly familiar with the operation of the radio units used by a squadron. They should be familiar with the equipment's capabilities and what will be required for sustained field service. They should be familiar with the limitations of the equipment in order to use it to best advantage. In coordinating emergency communications, the communications officer must know how his sets can best be utilized and his judgement must prevail in such matters. Besides providing for transportation of equipment to the required place and subsequent movements, provision must be made for supplies for sustained service. Tools, batteries, wire, rope, lanterns, and shelter may be required. These matters must be considered and a source of supply determined in advance to save confusion and to expedite service in case of a sudden emergency. Plan now. Set aside your field equipment so important items will not be forgotten."

WHO'S WHO. Let's examine the case of 1st Lt Raymond C. Lowry who is communications officer for the Tennessee Wing. Lt Lowry was with the Navy during the last war, and he served in the South Atlantic area. His duties concerned the installation of air-ground communications equipment and radio aids to air navigation.

Don't let Lt Lowry's record of Navy experience fool you into thinking that he has webbed feet for, on the contrary, he has been flying for the past ten years. Now that Uncle Sam no longer furnishes his daily calories, he earns his three squares as Radio Engineer with station WLAC in Nashville where he has helped artistes to beguile listeners.

Captain Bales, AAF-CAP Liaison Officer, says that Ray is now installing a Radio Set SCK-522 for the Tennessee Wing. We're all for this because a squadron and flight need at least one operable SCK-522 and should have two or three.

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